MINUTES OF MEETING OF THE COMMISSION OF FINE ARTS
HELD IN WASHINGTON, D. C., NOVEMBER 14, 1941

The sixth meeting of the Commission of Fine Arts during the fiscal year 1942 was held in its office in the Interior Department Building on Thursday, November 14. The following members were present:

Mr. Clarke, Chairman,
Mr. Lamb,
Dr. Cret,
Mr. Holabird,
Mr. Poor,
Mr. Stackpole,
also H. P. Caemmerer,

Secretary and Administrative Officer.

The meeting was called to order at 9:30 a. m.

1. MINUTES OF PREVICUS MEETING: The Minutes of the meeting held October 18th were approved.

2. RELOCATION OF STATUE OF DR. BENJAMIN RUSH: Mr. Stackpole and Dr. Cret as a committee submitted the following report concerning the removal of the statue of Dr. Benjamin Rush from the grounds of the Naval Hospital to the new Naval Medical Center at Bethesda, Maryland.

> The Surgeon General, Dr. Ross T. McIntyre, has requested the advice of the Fine Arts Commission on the propriety of relocating this monument on the grounds of the new Navy Medical Center, and as a consequence, on suitable sites for this purpose.
>
> A small monument, such as this, requires surroundings limited either by buildings or planting. This is difficult to achieve in the Bethesda group where the planting is yet to be done and will not achieve any substantial growth for many years. Any site between the semi-elliptical road and Wisconsin Ave., is impracticable for this reason.
>
> A very large flagpole occupies the center of the composition, and eliminates the use of a location on the main axis, such as C or D (see plan).
>
> Site A is very good. It provides intimate surroundings which can be treated as a semi-formal garden with the buildings as a background.

It is a conspicuous setting worthy of the memorial to the "Father of American Medicine." There is, however, an objection to it; it calls for the placing of another statue in A2. This is by no means a fundamental fault as the need for another monument site will certainly occur in the future.

We have also considered a second desirable location - site B - in front of a future Chapel. The building of this chapel on this site is still uncertain, and in consequence, it may be better not to depend on it for the present.

Site E, in front of the Nurses Home, seems a little far off the main approach.

Therefore, we submit to the Commission:

1. That the proposed relocation be approved;

2. That the Commission of Fine Arts recommends to the Surgeon General Site A in front of the main building of the new Navy Medical Center.

RALPH STACKPOLE
PAUL P. CRET

The Commission discussed the matter. The acquisition of a new pedestal was brought up but Dr. Cret said there is no money for that. Thereupon the Commission approved the recommendation of the committee that the statue be relocated at the site marked A on the plan, or in the court at the front of the main building. A report was sent to Surgeon General McIntire accordingly. (Exhibit A)

3. GOOD CONDUCT MEDAL, WAR DEPARTMENT: The secretary stated that he had just received a telephone message from Arthur E. DuBois of the Office of the Quartermaster General advising that the General Staff has ruled that the words "exemplary behavior, efficiency and fidelity" should be engraved on the medal, but his office considers the word "exemplary" superfluous since the medal is awarded in part for "good behavior".

The Commission considered the matter and decided that it would be best to use the word "exemplary" so as to stop future argument on this point. Mr.DuBois

was informed accordingly. (Exhibit B)

4. JOINT MEETING WITH THE NATIONAL CAPITAL PARK AND PLANNING COMMISSION: At 10:00 a. m. the members convened with the National Capital Park and Planning Commission, at which the following projects were considered:

a. Extension of Independence Avenue. A plan was presented to extend Independence Avenue from Fourteenth Street west to the Potomac River. Mr. Jay Downer, consulting engineer, explained the plan and said it had the approval of Mr. Hubbard, landscape architect of the National Capital Park and Planning Commission, and also of Captain Whitehurst, Director of Highways, District of Columbia. The main discussion centered on whether to build a causeway or a bridge (about 700 feet in length) across a cove at the north end of the Tidal Basin. It was reported by creating this cove about two acres of Tidal Basin surface will be lost, which the U. S. Engineers Office states is needed in connection with the flushing of Washington Channel. It was stated that the basin has a surface area of 111 acres and about two and one-half feet of high water, provided by the tide twice a day, but even so the representative of the U. S. Engineer Office stated there are certain unsatisfactory conditions in Washington Channel which as tests show need all the water available to keep the channel clean. Mr. Clarke stated that such a thing could not be remedied by two acres of additional surface water, that stringent police regulations would be necessary. Mr. Delano, Chairman of the National Capital Park and Planning Commission, warned that it might be necessary to take steps to secure an Act of Congress to prevent the polution of Washington Channel by steamboats. After discussion the following resolution was adopted:

> MOTION unanimously carried that plan entitled, "Study G", and bearing the Commission's file _____, before the Commission at this time, be approved without tying the hands of the engineers with respect to the cause-way or open structure, but that

it is the sense of this meeting that other means be taken to diminish the pollution of the waters of the Washington Channel prior to the excavation of the two-acre compensating area recommended by the Army engineers, in order that the Commission may prove that this is the proper solution; and as to a decision concerning the compensating area, this matter be left for decision by the Chief of Engineers and the Secretary of War; and that in this connection, the Commission foresees the early necessity of widening the inlet gate and that the possibility or advisability of enlarging that inlet structure be considered.

Mr. Downer stated that the extension of Independence Avenue at this time is necessary to provide additional approach to the new War Department Building in Arlington County. The second step would be to improve conditions on Fourteenth Street and thirdly, if necessary, to change roadways near the Lincoln Memorial.

b. Proposed Roadways Near the Lincoln Memorial. Mr. T. E. Jeffers, landscape architect of the National Capital Park and Planning Commission, presented a study suggesting additional roadways near the Lincoln Memorial to meet possible needs in connection with additional traffic facilities for the new War Department Building in Arlington County, Virginia. A feature of the scheme was the method of routing traffic counter-clockwise. The members of both Commissions felt this would doubtless cause annoyance to tourists and since the roadway scheme for the Lincoln Memorial is third on the list, it would seem no action of this kind is necessary at this time.

c. Columbia Island Plaza. A plan submitted by the Public Roads Administration for changing Columbia Island Plaza and providing additional roads in the plaza for approaches to the new War Department Building in Arlington County, Virginia, was presented and considered. Both Commissions felt that it was unfortunate that Columbia Island Plaza has to be revamped since it has only just been constructed, but that since it appears to be an emergency measure, it seems necessary to change it. After discussion both Commissions agreed to the following changes in the plan presented.

1. That the radii of the roads entering Memorial Bridge should be increased in view of the fact that the entire road system on the island is being completely revised.

2. That the angle intersection of the eastern loop with the by-pass under Memorial Bridge should be avoided.

3. That provision should be made in the plans for the eventual construction of access roads to and from the parking area opposite Theodore Roosevelt Island as originally planned.

4. That provision be made for tourist traffic between the Arlington Memorial Cemetery and the Mount Vernon Memorial Boulevard, either as indicated on the plan or in some more satisfactory manner.

(See Exhibit C) (See also C-1)

5. RELOCATION OF THE MCMILLAN FOUNTAIN: The Secretary reported that he had received a letter from Dr. Charles Moore, former Chairman of the Commission, stating that the McMillan Fountain should be relocated in one of the circles of the city and that Dr. Moore had also forwarded a letter from Secretary of War Stimson, who promised cooperation in this matter. The fountain has been dismantled to give room for enlarging the reservoir at McMillan Park and has been stored at the edge of the park at First and Douglas Streets, N. W.

It was suggested that Mr. Stackpole inspect the fountain to see if the work of storage had been properly done, and in company with the Secretary, Mr. Stackpole visited the site. Mr. Stackpole reported that in his opinion the fountain was properly stored. It was noted that the bronze figures were crated in a closed box and that the stone of the pedestal and pavement of the fountain will be surrounded by a wooden fence.

The question of relocation was then considered. Mr. Clarke said: "I am not inclined to want to change the proposed location of the fountain to a traffic circle. In my judgment traffic circles are ill adapted for sculpture of this sort. People risk their lives to reach them and autoists--in the increasing

numbers in Washington--fail to view the sculpture. The site we have chosen is eminently suited to this particular fountain--it is quiet, dignified and in good scale with the sculptural part. In Mr. Freer's life-time there were not many autos and about one-half as many people lived in Washington as now. Dear old Mr. Adams' monument hardly deserves to be placed in the vortex of whirling traffic."

After discussing the subject, the Commission reaffirmed its recommendation that the fountain be relocated on the south side of the Lincoln Memorial Reflecting Basin about 600 feet west of the District of Columbia World War Memorial. A letter was sent to Colonel Barden, District Engineer, requesting that an effort be made to place the fountain at this site as soon as possible. (Exhibit D)

6. H. R. 5872, PROPOSED STATUE TO ALEXANDER FELL WHITNEY: Under date of October 24th a letter as follows was received from the Clerk to the Committee on the Library, House of Representatives, submitting a copy of H. R. 5872, proposing the erection of a statue to Alexander Fell Whitney, President of the Brotherhood of Railroad Trainmen:

My dear Mr. Clarke:

Inclosing herewith three copies of H. R. 5872, a bill to grant permission for the erection, in the District of Columbia of a suitable statue of Alexander Fell Whitney.

Would you have the proposed legislation studied, and a report made to this Committee so that it may take the proper action.

Thanking you and with kindest regards I remain.

Respectfully yours,
(Signed) George W. McKean,
Clerk.

The Secretary stated that he had communicated with Mr. B. R. Tolson, Manager of the Union Station Terminal, to secure some information concerning Mr. Whitney and that Mr. Tolson had replied by letter as follows:

October 27th, 1941.

Dear Mr. Caemmerer:

Referring to your letter of October 22nd enclosing copy of H. R. 5872.

Mr. A. F. Whitney is President of the Brotherhood of Railroad Trainmen. I am not advised of any of the circumstances connected with this project but it may be that Mr. J. A. Farquharson, who is legislative Representative of the Brotherhood of Railroad Trainmen, located at No. 10, Independence Avenue, S. W., Washington, D. C., may be able to enlighten you.

Very truly yours,
(Signed) B. R. Tolson.

The Commission considered the matter and decided that no statue should be erected on public grounds to a living person and also because a careful review (by the Secretary) of all the statues on public grounds of the District, of which there are about 100, indicates that at no time has legislation been enacted to provide for the erection of a statue to a living person, the bill should be reported adversely. A report was sent to the House Committee on the Library accordingly. (Exhibit E)

7. DESIGN FOR SCHOOL BUILDING, 49TH AND WASHINGTON PLACE, N. E.: Mr. Nathan C. Wyeth, Municipal Architect, submitted a design for a school building to be erected at 49th Street and Washington Place, N. E. The design which suggested a conservative modern type of architecture was inspected by the architect members of the Commission and upon their recommendation was approved. (Exhibit F)

8. DESIGN FOR AN INCINERATOR: Mr. Wyeth submitted a design for an incinerator to be built by the District Government at West Virginia Avenue and Mt. Olivet Place, N. E. The location was pointed out on the Highway Map of the District. Mr. Wyeth said it would be away from a residential area to the west of the Bladensburg Road and in an industrial section. The smokestacks will

be 150 feet high. Mr. Wyeth said there is not money available for a new type of furnace which eliminates high smokestacks. The design was inspected by the architect members of the Commission and upon their recommendation it was approved. (Exhibit F)

9. FRIEZE FOR THE NEW DISTRICT OF COLUMBIA LIBRARY: Mr. Wyeth submitted a sketch made in the office of the Municipal Architect for a frieze to be placed near the cornice of the first unit of the new District of Columbia Library (about 70 feet above ground) which is being built along Pennsylvania Avenue between Sixth Street and John Marshall Place.

The Commission inspected the design and felt it was not sufficiently architectural. Mr. Wyeth was asked to give it further study.

10. DESIGNS FOR TEMPORARY OFFICE BUILDINGS: Designs were submitted by the Supervising Architect of the Public Buildings Administration for temporary office buildings at the following locations:

a. On the South side of Constitution Avenue between 12th and 14th Streets, N. W.

b. South side of the Munitions Building.

c. South side of the Mall between Sixth and Seventh Streets.

The Commission noted that the designs called for plain two-story buildings similar to several which have already been erected in the central area of the city and approved them with the understanding that the locations of these new buildings meet with the approval of the National Capital Park and Planning Commission. (Exhibit G)

11. DESIGN FOR ADDITION TO THE NEW WAR DEPARTMENT BUILDING, WASHINGTON: Mr. Louis Simon in company with Mr. Wm. D. Foster, consulting architect, submitted designs and models for additions to the new War Department Building in the Northwest Rectangle and to be built west of the first unit to 23rd Street.

Mr. Foster explained the design, saying:

> The models and drawings show the original and new designs of the motifs on the south and the north facades, second unit, War Department.
>
> On the north the new studies show the closed courts, with only the one deep court on the axis of 22nd St. The original design had the same court but was flanked by two semi-open courts.
>
> On the south the new studies show the wall of the central motif carried flush above the colonnade while the original design had set-backs above the colonnade.

The architect members of the Commission gave the design particular attention. After discussion the Commission approved the design for the north side of the building but desired a complete restudy of the central motif for the south side, possibly omitting the colonnade entirely, and a further study of the south side along C Street. A report was sent to the Supervising Architect accordingly. (Exhibit H)

12. MAINE AVENUE OVERPASS: Captain H. C. Whitehurst, Director of Highways, D. C., submitted a design by Dr. Paul P. Cret, architect, for the Maine Avenue Overpass on Fourteenth Street. Captain Whitehurst said the structure will be fully 1,400 feet long. At a location near Independence Avenue there will be a terminal of sorts; then the overpass will cross Maine Avenue and overpass also the entrance to East Potomac Park. There will be a cloverleaf arrangement of ramps to connect with parkway drives. The project has been authorized by Congress and will cost fully $1,000,000.

Captain Whitehurst said that the structure will be faced with split face quarry granite. He also said the project is to be completed in about a year's time and when finished will clear up one of the worst traffic obstructions of the city for about 50,000 cars pass along 14th Street and across Maine Avenue every day. The Commission approved the design. (Exhibit I)

13. DESIGN FOR WOMEN'S DORMITORY: Mr. Jesse Jones, Administrator, Federal Loan Agency, had requested Mr. Louis Justement, architect, to submit a design for a women's dormitory to be built on the north side of Meridian Hill Park by a corporation which is securing a loan from the Government. Mr. Justement was present to explain the design. He said the building will have eight stories and will contain 644 single and about 90 double rooms. The Commission were particularly interested in the location of the building at the northern end of Meridian Hill Park and felt that it had been well designed. The re-entrant court on the Euclid Street side gave a pleasing appearance to the building.

Mr. Justement said he proposes using a light red brick in connection with cast stone similar in color to that which Mr. John G. Earley made for Meridian Hill Park years ago and that for the upper stories he intends to use a light gray brick. The Commission considered the design satisfactory and approved it. (Exhibit J)

14. PORTRAIT OF RACHEL JACKSON: The Chairman reported that since the meeting of the Commission on October 18, he had received several protests against the placing of a portrait of Rachel Jackson in the White House and called particular attention to a letter received from Mrs. Mary French Caldwell, a copy of which had been sent to each member of the Commission. (Exhibit K) Mr. Poor on being asked whether he had any further statements to make concerning the portrait said:

> The Commission of Fine Arts feels that this portrait, while having no particular merit as a work of art, does possess sufficient competence of painting to justify its acceptance by the Government, if as a likeness and an historic record it satisfies those most concerned, which the Commission assumes to be the donors themselves.
>
> If the Commission is called upon to express an opinion as to the authenticity of the likeness, it can only do so intelligently with much more evidence at hand, the picture or pictures from which this work was compiled being most important.

The foregoing statements suggest that the best procedure in the circumstances may be to have as exact a copy as possible made of the most satisfactory existing and contemporary portrait of the lady.

The Commission concurred in the report of the painter member and after further discussion it was agreed that while the Commission of Fine Arts have no objection to the acceptance of the Christy portrait by the Federal Government, if as an historical record this portrait satisfies the donors, they are definitely of the opinion that this painting of Mrs. Andrew Jackson by Howard Chandler Christy does not measure up to the high standards of excellence which should obtain for works of art designated to hang in the Executive Mansion.

The matter was referred to the Special Committee on the White House through Mrs. Harold I. Pratt, Chairman, for a report. (Exhibit K-1)

15. REPORT ON SCULPTURE AND PAINTING, SECTION OF FINE ARTS: The Commission considered further the draft of a report regarding sculpture and painting as pertaining to competitions conducted by the Section of Fine Arts in cooperation with the Commission of Fine Arts. The draft of the report was changed only in a few words to emphasize cooperation between the architect and the sculptor. Thereupon the report was approved. (Exhibit L)

16. LETTER OF APPRECIATION TO MR. LOUIS SIMON, SUPERVISING ARCHITECT: The Secretary reported that Mr. Louis Simon had informed him that he is planning to retire from the Government service at the end of this month. The Commission felt that in view of the important service Mr. Simon has rendered as Supervising Architect over a period of many years and his unfailing cooperation with the Commission of Fine Arts in providing suitable designs for Federal buildings in the District of Columbia, an appropriate letter of appreciation should be written to him. The Chairman sent such a letter to Mr. Simon accordingly. (Exhibit M)

17. DESIGN FOR RAIL AND WALKS AT THE TIDAL BASIN: Mr. Donald L. Kline, landscape architect of the National Park Service, submitted a design for rail and walks at the Tidal Basin to be constructed in connection with the Thomas Jefferson Memorial development. The design for the rail and walks was considered to be satisfactory; however, the Commission disapproved a concrete coping over a stone sea wall. The Commission stated that since so much money had been spent for a stone sea wall it would be inappropriate to use a cement coping, as this feature is a prominent part of the improvement. A report was sent to the National Park Service accordingly. (Exhibit N)

18. ADDITIONAL PAINTINGS FOR THE WAR DEPARTMENT BUILDING, ARLINGTON: Mr. Poor suggested a competition for sculpture and painting for the interior court of the War Department Building in Arlington County, Virginia. Mr. Poor said that he had given consideration to this matter since the meeting on October 18 and felt that this was a project which would awaken much interest among artists since it could be of national importance.

Mr. Poor outlined the scheme in a memorandum, a copy of which, it was decided, should be sent to each member of the Commission for consideration and suggestions for the next meeting. (Exhibit O)

19. BRIDGE TO CARRY MEMORIAL AVENUE OVER HEAVY DUTY ROAD: Under date of March 12, 1941, the following letter was received from the Public Roads Administration, submitting a design for one of the bridges to be built as an approach to the new War Department Building.

Dear Mr. Caemmerer:

Transmitted herewith is a blue line print of our drawing No. 1-BR-10 showing the final architectural elevation of Bridge No. 1 to carry Memorial Avenue over the heavy duty road on the War Department Building Road Network. This drawing prepared by Mr. Paul P. Cret

is the final drawing to replace the preliminary sketch approved by your Commission.

Very truly yours,
(Signed) Joseph Barnett,
Principal Highway Design Engineer.

Mr. Clarke inspected the plan and upon his recommendation the Commission approved it. (Exhibit P)

20. SUGGESTED SCULPTURAL COMPETITION FOR THE ARMY MEDICAL LIBRARY AND MUSEUM: The Commission discussed the suggestion for a sculptural competition for the Army Medical Library and Museum Building to be built on East Capitol Street in the square east of the Folger Library. The Commission recognized the fact that the building is not to be built under a program of construction in charge of the Office of the Supervising Architect, Public Buildings Administration, but that in this instance, a private firm, Eggers and Higgins, are the architects and that therefore the sculptural competition would have to be arranged through them. The Commission suggested, however, that this matter be brought to the attention of Eggers and Higgins and it was thought the Commission of Fine Arts and the Section of Fine Arts might be of assistance in recommending artists for the competition. A letter was sent to Mr. Eggers accordingly. (Exhibit Q)

21. THOMAS JEFFERSON MEMORIAL PLANTING PLAN: Mr. Lonald L. Kline submitted in behalf of the National Park Service a print of the planting plan by Mr. Frederick Law Olmsted, landscape architect, for the Thomas Jefferson Memorial. Mr. Clarke stated he cooperated with Mr. Olmsted in preparing the design and instead of some 80 different plants that were shown on Mr. Olmsted's original design, the number has been reduced to about a dozen. Upon the recommendation of Mr. Clarke the Commission approved the design. (Exhibit R)

The Commission adjourned at 4:00 p. m.

C O P Y

November 17, 1941.

My dear Admiral McIntire:

In further reference to the question of relocating the Statue of Dr. Benjamin Rush from the Naval Hospital Grounds to the new Naval Medical Center at Bethesda, I am pleased to inform you that the Commission of Fine Arts at their meeting on November 14, 1941, approved the recommendation of Mr. Ralph Stackpole, sculptor, and Dr. Paul P. Cret, architect, members of the Commission of Fine Arts that the statue be placed in front of the main building of the new Medical Center at the site marked A on the accompanying sketch. This is in accordance with the report made by Mr. Stackpole and Dr. Cret on the subject, a copy of which is attached hereto.

For the Commission of Fine Arts:

Sincerely yours,

(Signed) Gilmore D. Clarke,

Chairman.

Rear Admiral Ross T. McIntire,
Surgeon General,
U. S. Navy Department,
Washington, D. C.

EXHIBIT A

REPORT OF MESSRS. STACKPOLE AND CRET, SPECIAL COMMITTEE on the TRANSFER OF THE BENJAMIN RUSH STATUE TO THE NAVY MEDICAL CENTER

The Surgeon General, Dr. Ross T. McIntyre, has requested the advice of the Fine Arts Commission on the propriety of relocating this monument on the grounds of the new Navy Medical Center, and as a consequence, on suitable sites for this purpose.

A small monument, such as this, requires surroundings limited either by buildings or planting. This is difficult to achieve in the Bethesda group where the planting is yet to be done and will not achieve any substantial growth for many years. Any site between the semi-elliptical road and Wisconsin Ave., is impracticable for this reason.

A very large flagpole occupies the center of the composition, and eliminates the use of a location on the main axis, such as C or D (see plan).

Site A is very good. It provides intimate surroundings which can be treated as a semi-formal garden with the buildings as a background. It is a conspicuous setting worthy of the memorial to the "Father of American Medicine." There is, however, an objection to it; it calls for the placing of another statue in A2. This is by no means a fundamental fault as the need for another monument site will certainly occur in the future.

We have also considered a second desirable location - site B - in front of a future Chapel. The building of this chapel on this site is still uncertain, and in consequence, it may be better not to depend on it for the present.

Site E, in front of the Nurses Home, seems a little far off the main approach.

Therefore, we submit to the Commission:

1. That the proposed relocation be approved;

a. That the Commission of Fine Arts recommends to the Surgeon General Site A in front of the main building of the new Navy Medical Center.

RALPH STACKPOLE
PAUL P. CRET

C O P Y

November 14, 1941.

My dear Mr. Du Bois:

Confirming telephone message to you today, I have to inform you that the Commission of Fine Arts at their meeting this morning decided that it would be advisable to use the words, "exemplary behavior, efficiency and fidelity" as part of the legend for the Good Conduct Medal.

For the Commission of Fine Arts:

Very truly yours,

(Signed) Gilmore D. Clarke,

Chairman.

Mr. Arthur E. DuBois,
Office of the Quartermaster General,
War Department,
Washington, D. C.

EXHIBIT B

NATIONAL CAPITAL PARK AND PLANNING
COMMISSION

Interior Building,
Washington, D. C.
November 18, 1941.

Mr. Thomas H. MacDonald,
Commissioner,
Public Roads Administration,
Washington, D. C.

Dear Mr. MacDonald:

Reference is made to your letter of October 31 submitting a study for the development of Columbia Island in connection with the War Department Building road network.

At a joint meeting with the Commission of Fine Arts on November 14, a resolution was adopted by both Commissions approving tentatively the attached plan, N. C. P. & P. C. File 1.)--4, showing certain modifications in the study submitted, with the understanding that further studies would be made of this scheme as well as other schemes because the criticisms and suggestions made at the meeting indicated that neither Commission was entirely satisfied with even the modified study enclosed. The suggested modifications included the following major points, numbered on the print:

1. That the radii of the roads entering Memorial Bridge should be increased in view of the fact that the entire road system on the island is being completely revised.

2. That the angle intersection of the eastern loop with the bypass under Memorial Bridge should be avoided.

3. That provision should be made in the plans for the eventual construction of access roads to and from the parking area opposite Theodore Roosevelt Island as originally planned.

4. That provision be made for tourist traffic between the Arlington Memorial Cemetery and the Mount Vernon Memorial Boulevard, either as indicated on the plan or in some more satisfactory manner.

In connection with the plans for Columbia Island, the two Commissions also considered the question of accesses to the War Department Building and parking area by way of Memorial Avenue as proposed by the

EXHIBIT C

War Department. It was the opinion of both Commissions that there should be no connection between the Memorial Drive and the Heavy Duty Road or the low level road along Boundary Channel. In order to avoid the necessity of cutting up the Memorial Drive by a lot of access roads and to preserve the dignity of the approach to the Cemetery, both Commissions preferred to route the buses and other traffic from the War Department Building over Columbia Island via the Southern Approach Road.

In accordance with this action the Commission's plan, File No. 1.9-253, showing the suggested interchange between the Southern Approach and Heavy Duty Truck Routes has been revised to include a suggested connection to the parking area road as well.

Sincerely yours,
(Signed) Frederic A. Delano,
Chairman.

JM:HL

CC: Mr. Kline
Mr. Root
Mr. Caemmerer

Encl.

C O P Y

November 24, 1941.

My dear Mr. MacDonald:

I inclose a copy of the letter we have sent to Hon. Frederic A. Delano, Chairman of the National Capital Park and Planning Commission, concurring in his letter of November 18th concerning the conclusions reached at the joint meeting of the National Capital Park and Planning Commission and the Commission of Fine Arts on November 14, 1941, regarding the plan for the development of Columbia Island in connection with the War Department Building road network.

For the Commission of Fine Arts:

Sincerely yours,
(Signed) Gilmore D. Clarke,
Chairman.

Mr. Thomas H. MacDonald,
Chief, Bureau of Public Roads,
Federal Works Agency,
Washington, D. C.

EXHIBIT C-1

C O P Y

November 24, 1941.

My dear Mr. Delano:

We have received through Mr. Nolen a copy of your letter of November 18, addressed to Commissioner MacDonald of the Public Roads Administration concerning the plan for the development of Columbia Island in connection with the War Department Building Road Work. The letter (of which a copy is inclosed) is satisfactory to the Commission of Fine Arts and in accordance with our understanding of the discussion at the joint meeting of the National Capital Park and Planning Commission and the Commission of Fine Arts on November 14, 1941.

For the Commission of Fine Arts:

Sincerely yours,

(Signed) Gilmore D. Clarke,

Chairman.

Hon. Frederic A. Delano,
Chairman,
National Capital Park and
Planning Commission,
Washington, D. C.

EXHIBIT C-1

C O P Y

November 18, 1941.

Dear Colonel Barden:

At the meeting of the Commission of Fine Arts held on November 14, 1941, Mr. Ralph Stackpole, sculptor member of the Commission, visited the place where the McMillan Fountain is being stored at First and Douglas Streets, N. W. Mr. Stackpole observed that the work of storing the fountain has not been finally completed but indications are that the work will be finished soon and that thereupon it is proposed to inclose the fountain by a board fence. So far as the fountain is concerned, it would seem that the pieces are properly stored but that the question has been raised whether this method of storage gives sufficient protection from vandalism.

The fountain commemorates the services of Senator James McMillan of Michigan, who in 1901 was instrumental in having legislation adopted by the United States Senate that resulted in restoring the L'Enfant Plan of 1791 for the National Capital and in enlarging the plan by suggesting projects such as restoration of the Mall, the extension of the Mall axis, the building of the Lincoln Memorial and Arlington Memorial Bridge, construction of Potomac Park and numerous other works that have been carried out in recent years and have resulted in making Washington the beautiful city that it is today.

The fountain was given to the Government by friends of Senator McMillan. It is a work of art by notable artists, namely, Herbert Adams, sculptor, and Charles A. Platt, architect.

The Commission of Fine Arts have recommended that the McMillan Fountain be relocated on the south side of the Lincoln Memorial Reflecting Basin about five or six hundred feet west of the District of Columbia World War Memorial. There the fountain could be given an appropriate setting among trees and shrubbery. The Commission have been informed by the National Park Service that the cost of re-erecting the fountain at that location would be $17,500, because it would be necessary to place the base on piles. Since the fountain was removed by the War Department the Commission feel that that Department should make every effort to have it re-erected as soon as possible.

For the Commission of Fine Arts:

Sincerely yours,
(Signed) Gilmore D. Clarke,
Chairman.

Colonel W. J. Barden,
Corps of Engineers,
U. S. Engineer Office,
1st and Douglas Streets, N. W.,
Washington, D. C.

EXHIBIT D

C O P Y

November 17, 1941.

My dear Mr. McKean:

In further reference to your letter of October 24, submitting for report copy of H. R. 5872, A Bill to grant permission for erection in the District of Columbia a suitable statue of Alexander Fell Whitney, I have to inform you that the Commission considered the bill at a meeting held on November 14, 1941. The Commission do not favor the enactment of the legislation because it proposes the erection of a statue on public ground in the District of Columbia to a person now living. The Commission have been informed that Mr. Alexander Fell Whitney is President of the Brotherhood of Railroad Trainmen.

Since the creation of the Commission in 1910 the Commission have never approved the erection of a statue to a living person on public grounds in the District of Columbia. A careful review of all the statues here on public grounds, of which there are approximately 100, also indicates that never in the history of this Government has legislation of this character been enacted.

Therefore the Commission of Fine Arts believe the practise of not allowing the erection of a statue on public grounds in the District of Columbia to a living person should be adhered to.

For the Commission of Fine Arts:

Very truly yours,
(Signed) Gilmore D. Clarke,
Chairman.

Mr. George W. McKean,
Clerk, House Committee
on the Library,
Washington, D. C.

EXHIBIT E

C O P Y

November 14, 1941.

Dear Mr. Wyeth:

The Commission of Fine Arts, at their meeting today, approved the design you submitted for a Junior High School to be built at Forty-ninth Street and Washington Place, Northeast.

Also, the Commission approved the design you submitted for an incinerator to be built at West Virginia Avenue and Mount Olivet Place, Northeast.

For the Commission of Fine Arts:

Sincerely yours,
(Signed) Gilmore D. Clarke,
Chairman.

Hon. Nathan C. Wyeth,
Municipal Architect,
District Building,
Washington, D. C.

EXHIBIT F

C O P Y

November 14, 1941.

Dear Mr. Simon:

The Commission of Fine Arts, at their meeting today, approved designs you submitted for temporary office buildings, with the understanding that the location has the approval of the National Capital Park and Planning Commission, as follows:

(a) Buildings "S-1" and "S-2" to be erected on the site bounded by 6th and 7th Streets and Independence Avenue;

(b) Buildings "T" and "U" to be erected on the site bounded by 12th and 14th Streets, Northwest and Constitution Avenue and Madison Drive.

(c) Building "W" to be erected on a site south of the Munitions Building.

For the Commission of Fine Arts:

Sincerely yours,
(Signed) Gilmore D. Clarke,
Chairman.

Hon. Louis A. Simon,
Supervising Architect,
Public Buildings Administration,
Federal Works Agency,
Washington, D. C.

EXHIBIT G

C O P Y

November 14, 1941.

Dear Mr. Simon:

The Commission of Fine Arts, at their meeting today, were pleased to inspect designs and models which you and Mr. Foster submitted for additions to complete the War Department Building in the Northwest Rectangle.

The Commission approved the design for the North elevation. The Commission suggest further study of the south elevation.

For the Commission of Fine Arts:

Sincerely yours,

(Signed) Gilmore D. Clarke,

Chairman.

Hon. Louis A. Simon,
Supervising Architect,
Public Buildings Administration,
Federal Works Agency,
Washington, D. C.

EXHIBIT H

C O P Y

November 14, 1941.

Dear Captain Whitehurst:

The Commission of Fine Arts, at their meeting today, approved the design you submitted by Paul P. Cret, architect, for the superstructure of the Maine Avenue Overpass.

For the Commission of Fine Arts:

Sincerely yours,

(Signed) Gilmore D. Clarke,

Chairman.

Capt. H. C. Whitehurst,
Director of Highways,
District Building,
Washington, D. C.

EXHIBIT I

C O P Y

November 14, 1941.

My dear Mr. Jones:

The Commission of Fine Arts, at their meeting today, approved a design submitted by Louis Justement, architect, of this city, by your direction, for a women's dormitory to be built at Sixteenth and Euclid Streets, Northwest.

The Commission were particularly interested in the design because of the proximity of the building to Meridian Hill Park.

For the Commission of Fine Arts:

Sincerely yours,
(Signed) Gilmore D. Clarke,
Chairman.

Hon. Jesse Jones, Administrator,
Federal Loan Agency,
Washington, D. C.

EXHIBIT J

MRS. WINSTON CALDWELL
Caldwell Lane
Nashville, Tennessee

October 24, 1941.

Mr. Gilmore D. Clarke, Chairman,
Fine Arts Commission, Washington, D. C.

Dear Mr. Clarke:

I have before me your statement: "If, as an historical record, this portrait satisfies the donors, the Commission of Fine Arts has no objection to its acceptance by the Federal Government."

As one of the donors - a taxpayer of the State of Tennessee - I wish to say that a great many of us will not be satisfied unless you and your body of experts can vouch for its historical accuracy, as well as its value as an object of art. If you can do so wholeheartedly - and can offer satisfactory evidence that it is both suitable and authentic - we shall be very happy indeed.

I take it that the Christy portrait is bust size and suitable for the vacant place opposite that of Andrew Jackson in the White House. No three-quarter nor full length portraits of Mrs. Jackson are in existence, of course.

I enclose a copy of my letter to Secretary Ickes and newspaper clippings.

Respectfully,
(Signed) Mary French Caldwell
(Mrs. Winston Caldwell)

EXHIBIT K

C O P Y

Caldwell Lane,
Nashville, Tennessee,
October 24, 1941

Hon. Harold L. Ickes,
Secretary of the Interior,
Washington, D. C.

Dear Mr. Ickes:

The enclosed clippings on the Rachel Jackson portrait show that we have, from necessity, been drawn into the controversy which originated in Washington. I regret that it is necessary to take up this subject in such a critical period in the nation's history, but in view of the errors indicated in the news sent out from Washington it appears that we must point out certain facts.

1. Christy's "glamour girl" portrait of Mrs. Jackson would be most inappropriate for many reasons - chief among which is that it must be placed opposite that of her illustrious husband in company with other early American presidents and their wives.

2. The Fine Arts Commission demands historical authenticity, as well as artistic value, therefore the admittedly "composite" portrait of Mrs. Jackson could never be considered accurate.

3. The enclosed newspaper article states: "Mr. Christy left the impression that Beale, with all due respect to the dead, would have painted a cow and a debutante in the same manner..."

Is it possible that he refers to the dignified, lovely, matronly portrait of Rachel Jackson by Ralph E. W. Earle, which hangs in the master's bed room at "The Hermitage" - the beloved likeness upon which the old hero's dying gaze rested? Certainly, in this portrait, Mrs. Jackson looks like neither a debutante nor a cow. She is a plump, sweet-faced, motherly looking woman - not a day under fifty years. It is a beautiful thing and either it or the miniature should be copied faithfully for the White House portrait. (There is, of course, no Peale portrait of Mrs. Jackson.)

4. Evidently the "Beale" of the news story is Peale - but not masculine as Mr. Christy has it. Tradition - and rather poorly substantiated tradition, at that - indicates that the miniature which General Jackson wore may have been done by Anna C. Peale in Washington in the autumn or early winter of 1815. No documentary evidence that Anna Peale ever did such a miniature has yet been brought to light - certainly there is no portrait of Mrs. Jackson by the masculine members of the artistic Peale family. General Jackson wore a miniature of his Rachel "next to his bosom" as he loaded arms and men for his expedition to Natchez in January, 1813, and it is quite possible that the miniature now attributed

to Anna Peale is this earlier one by some unknown artist of the west. This matter should be cleared up at once if Mr. Christy is to offer a "Peale" miniature as evidence of the authenticity of his work. Tennessee historians would welcome any information which such research might reveal, although practically all known sources have been examined by them.

5. The Christy portrait can not be a youthful "glamour girl" portrait and be historically correct. The first known likeness of Rachel Jackson was the 1813 miniature and at that time she was 40 years old. The first Earl portrait could not have been until 1817, when she was 50 years old.

I have much other information - both published and unpublished - but I shall not refer to it at present. At some hoped for future day, when we can feel free to consider such things, we can seek to have the present decision of the Fine Arts Commission reversed and a suitable portrait of Rachel Jackson supplied for the White House. For the present our task is to keep enemy bombers from the air above that historic building. No fleeing Dolly Madison can save our national treasures from incendiary bombs.

I am sending a copy of this letter and clippings to Mr. Gilmore D. Clarke, chairman of the Fine Arts Commission and, for the time being, we shall consider the subject closed.

Respectfully,
(Signed) Mary French Caldwell.
(Mrs. Winston Caldwell)

MRS. WINSTON CALDWELL
Caldwell Lane
Nashville, Tennessee

November 4, 1941.

Mr. Gilmore D. Clarke,
Chairman, Commission of Fine Arts,
Washington, D. C.

Dear Mr. Clarke:

I appreciate your kind letter of October 29th. Since a delay in consideration of the Christy portrait has been decided upon, I am enclosing a little additional information on Earl and Anna Peale. I have not done detailed work on the latter, but I have a great deal of material on Earl.

I enclose also a copy of my letter from the Secretary of the Interior, February 26, 1940, which gives detailed requirements for our proposed portrait for the White House. It states: "It must be an authentic reproduction of a painting, miniature, or other accepted portrait of the subject."

It seems that if the Christy composite portrait is accepted for the White House it should be designated as such and not represented as an authentic portrait.

I should like you to know that I regret this unfortunate situation, but I do not consider that our group is in any way responsible for it. We started out in good faith - when the field was clear - to do a patriotic work. You are familiar with the remainder of the story. Please believe that neither Mrs. Stephenson nor I wish to cause your Commission any trouble. With sincere appreciation of your courtesy, I am,

Respectfully,
(Signed) Mary French Caldwell.
(Mrs. Winston Caldwell)

EXHIBIT K-1

THE SECRETARY OF THE
INTERIOR

February 26, 1940

Mrs. Winston Caldwell,
Caldwell Lane,
Nashville, Tennessee.

My dear Mrs. Caldwell:

I have received your letter of February 14, relative to the proposal of the Tennessee Federation of Democratic Women to present a portrait of Rachel Donelson Jackson for hanging in the White House.

The National Park Service of this Department will be pleased to accept a suitable portrait of Mrs. Jackson to be hung at an appropriate place in the Executive Mansion. The portrait should be painted by an artist of established reputation and should be of a quality that will merit its exhibition in the White House. It must be an authentic reproduction of a painting, miniature, or other accepted portrait of the subject. It will be necessary to submit it to the National Commission of Fine Arts for approval before acceptance, and for this reason it would be well to submit the name of the artist commissioned to paint the portrait, with all data relative to the original to be copied, before final action is taken by the committee arranging for the painting. Any future correspondence in this connection should be addressed to Arno B. Cammerer, Director, National Park Service.

The interest and patriotic purposes which have prompted the Tennessee Federation of Democratic Women to present a portrait of Rachel Donelson Jackson for the White House are deeply appreciated. It is my understanding that Senator Stewart has indicated a sympathetic interest in this proposal. He has made direct contact with the White House in this regard and has been advised that the procedure to be followed is as outlined above.

I recall with much pleasure the courtesies which you extended to me on the occasion of my visits to the Hermitage, which, I assure you, were greatly appreciated. It is my hope that I may again have an opportunity to visit Nashville and take Mrs. Ickes with me.

Sincerely yours,
(Mr. Ickes' signature)
Secretary of the Interior

The "Peale" miniature of Rachel Jackson, wife of General Andrew Jackson, Seventh President of the United States. (Notes by Mary French Caldwell, Nashville, Tennessee.)
Nov. 4, 1941

1. It is generally supposed that Anna Peale painted this miniature in the early winter of 1815, when Mrs. Jackson was in Washington, D. C.

2. General Jackson possessed a miniature of his wife in January, 1813. (See frontispiece General Jackson's Lady, by Mary French Caldwell and Bassett, Correspondence of Andrew Jackson, pp. 271-272 - vol. I.) Where is this miniature? Who was the artist?

3. Notes from American Miniatures by Harry B. Wohle, Curator of Paintings, the Metropolitan Museum of Art.

p. 46 - "Still another member of this astonishing family to make a name as a painter was Anna Claypoole Peale, a daughter of James and therefore a niece of Charles Wilson. One of the earliest miniatures by her of which we happen to know is her portrait of Mrs. Andrew Jackson, which Miss Wharton* tells us was painted in 1819..."

*Wohle, p. 15, refers to Heirlooms in Miniatures, by Anne Hollinsworth Wharton. I have not found Miss Wharton's book in Nashville, but I have Wohle's in my private collection.

The 1819 date is wrong, I believe, unless Anna Peale came to Nashville in that year. Mrs. Jackson did not accompany her husband to Washington early in that year - he arrived in Washington on January 23, 1819 and was back in Nashville for a great celebration in his honor on April 6th. (See Andrew Jackson's letter to Maj. William B. Lewis, written in Washington, January 30, 1819. Reproduced in Vol. II, Parton's Life of Andrew Jackson, pp. 543-544.)

4. I have not gone deeply into the life of Anna Peale, but it is quite possible that the Library of Congress contains material which would clear up this matter. Tradition that Anna Peale painted the miniature which Andrew Jackson wore "next to his bosom" day in and day out is strong. It was certainly an excellent likeness, regardless of the artist, for the old hero would never have been satisfied with it had it been a poor one.

It is, of course, the logical likeness to be reproduced for the White House. Jackson wore it there during his two administrations, so it has both sentiment and historic fact in its favor. It is rather lovely to look at, too, so it must have some artistic value as well. Quite as desirable, aside from the personal association with Jackson, is the Earl portrait over the mantel in the master's bedroom at The Hermitage. (See reproduction opposite page 132, General Jackson's Lady, Caldwell.)

Enclosed with letter to Mr. Gilmore D. Clarke,
Chairman of the Commission of Fine Arts, Washington, D. C.
By Mary French Caldwell (Nashville, Tennessee.)

(Notes on Ralph E. W. Earl.)

Earl arrived in Nashville, it appears from early manuscripts, about 1817. By 1819 he had done a number of portraits of local celebrities. When President James Monroe visited Nashville in that year he did a portrait of him and possibly others of the party.

In the beginning Earl seems to have been the protege of Mrs. Jackson, but soon a deep friendship developed between him and General Jackson. In 1818 he married a niece of Mrs. Jackson. Her death followed in a few months and the artist never remarried. From those sad days until his death in 1838 he was a member of the Jackson household - both at "The Hermitage" and in the White House.

Earl's father was an artist, said to have been a pupil of Benjamin West. Little is known of Earl's training and early life, but - bit by bit - I am piecing his story together as I find it. I have come across many interesting facts - most of them either unknown or forgotten for more than a century. One of the most important is that he was in France during Napoleon's "One Hundred Days" and painted both Napoleon and Marshal Ney from life "shortly after the return of Napoleon from the Island of Elba." These portraits were displayed in Nashville by Earl.

While Earl is not rated as one of the great American artists, some of his work is far above the average. Its historical importance is beyond question, of course, for he painted Jackson and his contemporaries when no other artists were available in this part of the country. His ability to obtain a likeness of his subject pleased his contemporaries and, therefore, makes his work doubly important to the historian. Perhaps he came to Nashville - then the great American West - because his contact with Napoleon aroused in him a desire to see the other great military genius of the age - Andrew Jackson. It is a fascinating story, at any rate.

Anna Peale, like Earl, must be listed in the group of lesser American artists; but this does not detract in any way from the historical value of her work, nor does it imply that she did not do some lovely things. Judged by strictly artistic standards it is possible that neither her work nor Earl's would measure up to the requirements of your Commission. The fact remains, however, that the only authentic likenesses of Rachel Jackson in existence are the miniature attributed to Anna Peale and the portraits by Earl.

C O P Y

November 24, 1941.

My dear Mr. Drury:

I am sending to you herewith an extract of the Minutes of the meeting of the Commission of Fine Arts held in Washington on November 14, 1941, concerning the portrait of Rachel Jackson by Howard Chandler Christy.

For the Commission of Fine Arts:

Very truly yours,
(Signed) Gilmore D. Clarke,
Chairman.

Hon. Newton B. Drury,
Director,
National Park Service,
Interior Department,
Washington, D. C.

EXHIBIT K-1

C O P Y

November 24, 1941.

My dear Mrs. Pratt:

I am sending to you herewith an extract of the Minutes of the meeting of the Commission of Fine Arts held on November 14, 1941, concerning the Rachel Jackson portrait by Howard Chandler Christy.

You will note that the Commission of Fine Arts would appreciate a report from the Special Committee on Furnishings for the White House concerning the portrait.

The portrait is now in the office of the Commission where members of the Committee may inspect it.

Very truly yours,

(Signed) Gilmore D. Clarke,

Chairman.

Mrs. Harold I. Pratt,
58 East 68th Street,
New York, N. Y.

C O P Y

November 17, 1941.

My dear Mr. Bruce:

I am pleased to inform you that the Commission of Fine Arts at their meeting on November 14, 1941, adopted a report, a copy of which is attached hereto, on the subject of procedure covering work of the Section of Fine Arts and to clarify the relations of the Commission of Fine Arts and the Section of Fine Arts in matters pertaining to sculpture and painting.

The members of the Commission missed you at the meeting and regretted to hear that you were not feeling well.

For the Commission of Fine Arts:

Sincerely yours,
(Signed) Gilmore D. Clarke,
Chairman.

Hon. Edward Bruce, Chief,
Section of Fine Arts,
Public Buildings Administration,
Federal Works Agency,
Washington, D. C.

EXHIBIT L

Report on Suggested Procedure covering the work of the Section of Fine Arts in Washington. This report was originally made at the suggestion of Mr. Bruce, to clarify the relations of the Commission of Fine Arts and the Section of Fine Arts in order to assure the greatest harmony in the closely related work of the two organizations:

The Commission of Fine Arts takes this occasion to express their appreciation of the work of the Section of Fine Arts. They feel that, at a crucial period in the artistic development of the country the work of the Section has contributed materially to the artistic growth of the Nation. The system of anonymous competitions has given new talent greater opportunity, and in decentralizing art activity, has stirred and aided the art consciousness of the country. In short, it has administered the art patronage of the Government in a fair and democratic manner. This we owe to the courage, the vision and the unselfish devotion of Mr. Edward Bruce.

The works of art in painting and sculpture created for the Government in the city of Washington is our special concern. These works should represent the very peak of ability of the country's contemporary artists and provide an incentive toward even greater accomplishment. While outstanding works of genius cannot be predicted or captured for a particular place, we would hope to have its first cousin, free and intelligent ability, as abundantly represented in Washington as the system of official awards may reasonably insure.

However, in reviewing the work accomplished, and planning as constructively as possible for the future, we believe that a closer cooperation and sympathy between artist and architect is now most needed and the failure to promote this cooperation is the greatest weakness in the system of competitions as now followed. The system in itself is too inflexible in that it brings the work of the architect and artist together when both are too final and set.

It is doubtful too, if the general competitions secure the best efforts of the best artists since, in actual practice, the time required in proportion to the chance of success is more than they can afford.

We would like to suggest, then, the possibility of limited competitions for the selection of the artist, rather than for the selection of the finished work. Then the artist could be in consultation with the architect from the start. We feel that it is necessary that the two--artist and architect--be in sympathy and feel that, working through the Section of Fine Arts, a very fruitful cooperation might be reached.

We believe that the many unrestricted competitions held by the Section throughout the country would in this way serve as a sort of runner-up system but that the general standard would be raised and the whole program given more point and climax by such invited competitions for outstanding Washington commissions.

We suggest that these competitions might well be on some related or generalized theme, plus the evidence of already completed work, thus leaving the really prolonged study necessary to the carrying out of such a commission to the men actually selected to do it. It ought to be possible that a group of artists could be selected by a completely impersonal and fair jury, at the very outset of a government project, and could, from that point on, coordinate their work with each other and with the architects. This, we believe, would work toward what we most wish to see, the richest and finest use of painting and sculpture with architecture which can be placed as the record of our time in our National Capital.

C O P Y

November 21, 1941.

My dear Mr. Simon:

The Commission of Fine Arts have learned with profound regret of your plan to retire as Supervising Architect and to leave the Government service at the end of this month. The Commission fully realize, however, that you are richly entitled to the freedom and rest which retirement makes possible after so many years of loyal and faithful service.

Since the creation of the Commission of Fine Arts in 1910 we have known of no one who has manifested a more sincere cooperation in the work of this Commission than you. You have ably supported this Commission in their continued efforts toward retaining an harmonious development of the National Capital along the lines of unity, order, and dignity, and it is largely the result of your efforts that the beauty of Washington has been enhanced by reason of your adherence to a classic dignity in the design of public buildings which conform to the traditions established by Washington and Jefferson.

We wish you many years of health and happiness.

For the Commission of Fine Arts:

Sincerely yours,
(Signed) Gilmore D. Clarke,
Chairman.

Hon. Louis A. Simon,
Supervising Architect,
Public Buildings Administration,
Seventh and D Streets, S. W.,
Washington, D. C.

EXHIBIT M

C O P Y

November 17, 1941.

My dear Mr. Drury:

The Commission of Fine Arts at their meeting on November 14, 1941, considered a design submitted in behalf of your office by Mr. Donald L. Kline for a metal railing and walks in connection with the Thomas Jefferson Memorial. The Commission have no objection to the proposed design for the rail and walks. However, they strongly disapprove the use of a thin 8" cement coping on the sea wall of the Tidal Basin. Considering the large expenditure that has been made for this sea wall which is constructed with stone masonry, it seems to the Commission that a cement coping is most inappropriate, particularly since this feature is the most prominent part of the improvement. The Commission urge the use of stone for this coping.

For the Commission of Fine Arts:

Sincerely yours,

(Signed) Gilmore D. Clarke,

Chairman.

Mr. Newton B. Drury, Director,
National Park Service,
Interior Department,
Washington, D. C.

EXHIBIT N

PROPOSAL FOR A NATIONAL COURT OF SCULPTURE AND
MURAL PAINTING IN THE NEW WAR EMERGENCY BUILDING

In these times when the whole energy of the nation is turned toward production for Defense and War, it could be an outstanding achievement of our Democracy to do what can be done to keep the arts of Peace alive. In an insane world, to keep what stands for sanity as much as possible before our eyes. This can be done as a co-related effort with our defense program and the excitement and lift to the spirit in such an undertaking would have at least the value of one million dollars more of guns. To this end the Commission of Fine Arts working with the Section of Fine Arts proposes:

That one-half of one per cent of the building cost of the new War Department Building be put at the disposal of the Section of Fine Arts to carry out the following plan:

To make of the huge inner court of the New Pentagonal building, a court of Mural painting and sculpture - to provide an outlet and an incentive for the artists of the Nation to express to the Nation their faith and hope in America.

Architecturally, this court is to be completely plain, of reinforced concrete. These walls, particularly the double width panels between the window openings, provide an ideal surface for outdoor mural painting, done directly on the concrete with a silica binder which forms a permanent union with the concrete.

Here would be brought together, working on a carefully harmonized and unified architectural plan, the best mural artists and sculptors of the Nation, and the result of this harmonious but competitive work would bring to this one huge courtyard the finest and most inspired work American artists could give.

FOLLOW THE PROPOSED DETAILS:

From all artists who have done mural work names submitted by the Section of

Fine Arts, a nation-wide jury to select say thirty. From sculptors say ten.

One-half of one per cent of $35,000,000 is $175,000. This is enough to carry out the plan.

(May be left in or omitted): ************

Each of the thirty artists selected by the jury, would choose an assistant from the lists originally presented by the Section of Fine Arts. These would be paid by the Section on some wage basis agreed upon. This would give employment to at least sixty painters and provide a free exchange of ideas and methods. It is suggested that the sculpture be executed in the same way - cut directly on the spot by student assistants selected from those whose names were presented but who did not win. The acceptance of these jobs might offend some artists' dignity - but no one would have to accept.

****

Each of the artists selected is to submit a plan for the total unifying scheme - covering scale, placing, relation to the architecture, possible set color limitations, etc. The artists themselves to select by ballot the plan they choose to abide by - only one provision, they cannot vote for their own plan. The winner will be the coordinator of the work - with the Section of Fine Arts. The artists acting as a jury, must pass on each sketch before it is executed on the wall. As a body, they must approve each completed work before it is allowed to stand.

This courtyard would become the greatest training school in the history of American art. A training in Democracy and cooperation as well. It would contribute toward the actual support of American artists at a time when this help is most sorely needed.

It would, for the people of America, dramatize the whole principle of Democracy - that art could thus grow and flourish and be harmonized with the great

Democratic effort for War for Freedom of the Spirit. And for a sum which is just a casual waste in any of the War industries - so all it needs is not money, but cooperation and faith and good fellowship.

Henry Varnum Poor

EXHIBIT O

C O P Y

November 19, 1941.

Dear Mr. Barnett:

Thank you for the blue line print of your drawing No. 1-BR-10 showing the final architectural elevation of Bridge No. 1 to carry Memorial Avenue over the heavy duty road on the War Department Building road network. It is noted that the drawing was prepared by Mr. Paul P. Cret, architect. The drawing was approved at the meeting of the Commission of Fine Arts on November 14, 1941.

For the Commission of Fine Arts:

Sincerely yours,

(Signed) Gilmore D. Clarke,

Chairman.

Mr. Joseph Barnett,
Principal Highway Design Engineer,
Public Roads Administration,
Federal Works Agency,
Washington, D. C.

EXHIBIT P

C O P Y

November 24, 1941.

My dear Mr. Eggers:

The Commission of Fine Arts at their meeting on November 14, 1941, gave consideration to the question of sculpture for the Army Medical Museum and Library Building.

The Commission wish to suggest to you a limited competition for the selection of a sculptor or sculptors. Since the building will be one of the monumental buildings of the city and adjacent to the Folger Library, it was thought that a dignified program of competition could be prepared. If you concur in this, the Commission of Fine Arts and I am sure also the Section of Fine Arts of the Public Buildings Administration would be glad to cooperate with you.

For the Commission of Fine Arts:

Very sincerely yours,

(Signed) Gilmore D. Clarke,

Chairman.

Mr. Otto R. Eggers,
Eggers and Higgins,
542 Fifth Avenue,
New York, N. Y.

EXHIBIT 2

C O P Y

November 24, 1941.

My dear Mr. Drury:

Mr. Donald L. Kline, landscape architect of your office, submitted in your behalf a print of the landscape plan for the Thomas Jefferson Memorial prepared by Mr. Frederick Law Olmsted. The Commission inspected the plan and approved it.

For the Commission of Fine Arts:

Sincerely yours,
(Signed) Gilmore D. Clarke,
Chairman.

Hon. Newton B. Drury,
Director,
National Park Service,
Interior Department,
Washington, D. C.

EXHIBIT R

At this point, MAJOR GILMORE CLARKE, Chairman, and members of the Commission of Fine Arts, MR. H. P. CAEMMERER, Secretary, COL. BARDEN and MR. SCHMITT of the U. S. Engineer Office, and CAPT. WHITEHURST of the District Government, joined the Commission for discussion of the following subjects.

33. Extension of Independence Avenue:

The previous plans for the extension of Independence Avenue west of 14th Street were referred to MR. JAY DOWNER with instructions to work out a plan satisfactory to the various agencies concerned, including the National Park Service, Public Roads Administration, the District Government, U. S. Engineer Office, and the Commission of Fine Arts. MESSRS. DOWNER and HUBBARD have collaborated on this study, and are now prepared to submit their preliminary report. They have endeavored to develop a study which would be acceptable to all agencies concerned. This plan has been discussed with the Coordinating Committee.

MR. DOWNER submitted the following oral statement supplementing his written report attached as APPENDIX C - "This plan is the result of consultations with all agencies concerned, and has been agreed to by everybody except the District Engineer. You were worried at the last meeting about the condition of the water in the small pool at the foot of 17th Street, which is necessary to maintain the total water area in the Basin. We retain the enlargement of the Basin, although it is substantially the same, and instead of a bridge with a series of arches and openings, we propose to build a causeway with two small openings, one at either end, and then carry the storm water outlets to the outside of the causeway instead of discharging into this cove. Our feeling about these outlets was that by carrying a long drain outside beyond the causeway, it will to a great extent remedy the condition of stagnant water in the Basin and will make it easier to keep clean. Most of us were worried about the accumulation there, and you will probably not remedy it completely, but largely. We talked about a gate at each bridge to introduce one-way current, but the rise is so small, they would not accomplish much. If you have no gates at all and the tide is allowed to flow naturally, it will not be a very serious matter. There will probably be small openings on each side. The other change in the plan which is rather basic, is the proposal to extend the principle of one-way traffic coming down the Rock Creek and Potomac Parkway in the morning and one-way back at night to the proposed Independence Avenue, to about the 17th Street distributing point. That traffic now comes down the Parkway and into Constitution Avenue, and most of it is headed for the Independence Avenue region. It all cuts across the Lincoln Memorial road and takes the existing park drive on the south side of the Reflecting Pool to 17th Street, then by park roads to Independence Avenue at 14th Street. Our feeling is that the primary function of this Independence Avenue extension is to carry this traffic into Independence Avenue from 14th Street to the Capitol. You also have a very large number of people going through this area to go beyond the Capitol. This traffic clogs up the situation at Constitution Avenue and at the Lincoln Memorial circle. To adequately provide for this one-way movement, you would carry it through these two underpasses, at Memorial Bridge and the Parkway approach, because these are now very little used, and into Independence Avenue on a 4-lane road, which would synchronize with the Parkway one-way down in the morning and one-way back in the evening, and 2-way the rest of the time. It would function the same as the Parkway.

That one-way movement would be to 17th Street, and you would have two 3-lane roads from there on to 14th Street. The new feature is that this section from Constitution Avenue to 17th Street will be synchronized with the Parkway. To get onto the bridge from the Parkway, you will do just as you do now. To get off the bridge, you will make a circular right-hand turn. Coming back to the bridge from Independence Avenue, you would use the underpass and get onto the bridge from the north. We have thus taken off Constitution Avenue practically everybody who wants to go south of the Mall, and relieved the Memorial Circle of a considerable volume of the traffic now going through there. The existing park road will be 2-way, so that the few cars wanting to go to or from the bridge and 17th Street would continue going as they do now. The present road would take care of this small volume of traffic. This plan does not disturb the Memorial Circle, and we recommend that it be not disturbed. This will afford a large measure of relief. It will relieve traffic on Constitution Avenue, and nothing should be done to change the circle until the effect of this improvement is known, and until 14th Street is developed to its full capacity. The Coordinating Committee took that position. Construction of the extension of Independence Avenue from 14th Street to the Lincoln Memorial is Number 1, and Number 2 would be the full development of 14th Street, and Number 3 would be a study of changes necessary at the Lincoln Memorial. These principles were concurred in by the Coordinating Committee, and are fully agreed to by MR. HUBBARD. One feature which is not settled is whether the excavation in the park to completely balance the water area of the Basin is essential at this time. In widening the cove, it is estimated that we reduce the water surface area about 86,000 square feet, partly by the causeway and other reductions. That loss can be compensated by excavating an equal area from the park, but this will require the cutting of large trees and will mean the loss of an important part of the park. That should be given very careful consideration. The U. S. Engineer Office tells us that they cannot prove what the effect of the reduction in water area will be on the Washington Channel. No one can say just how much if any affect it will have. I personally feel that this is a matter of public interest, and not one in which any particular department's interest is paramount, but that you should consider the general interest of the public. It could not be argued that the best interest of the Government is served by excavating the park area before it is necessary, because later, if you find it is necessary, then it would be in the interest of the public. No agency should destroy public property unnecessarily, and therefore I feel that we should all be willing to say that if the authorities concerned determine later to show in any reasonable way that this is justified, then all should agree to it, and there should not be any argument about it, but no one would be justified in doing it now before there is evidence of the need for it. The John Paul Jones Statue would be on the line of the future park drive, if and when extended. We will have a place for that, and you could move it back into the triangle, but there is no need for doing that now, and we recommend that it be left as it is at present."

MR. HUBBARD stated - "We have studied a number of alternatives and produced a number of studies. This is by far the best answer we have ever had before us, and it has less wrong with it than any of the other plans, and has the great benefit of being simple and doing what we set out to do with as little expense as possible."

COL. MAYO stated that reducing the flow of water in the Tidal Basin is a very serious matter and involves a duty imposed upon the Chief of Engineers by Congress, and will have to be very carefully considered.

COL. BARDEN, of the U. S. Engineer Office, stated - "I do not like to be put in a position of opposing a desirable improvement, and would not do so if it is in any way possible to accomplish what is desired without additional expense. At the time of the hearing before, I explained that the interest of our office was to preserve a suitable amount of flow in the Washington Channel, and in answer to a question of what would be the effect of reducing the area by one or two percent, all I could say was that the present area is none too big. Since then we have secured additional information which substantiates the statements made at that time. We had samples of the water taken in the Basin area, at the Memorial Bridge, at the Highway Bridge, in the Washington Channel, and in the river itself, and had them analyzed, and these analyses show that with respect to the presence of ammonia, which is an indication of pollution, one sample in the Channel was found to be 100 times as polluted as in the main river, and above average in the main river itself. We also found that the saturation point in the main river was 100 percent, whereas that was reduced in the Channel from 56 to 70 percent. It was observed in the Channel that conditions were worse along the shore than in the middle. Samples were also collected in the cool fall season when chemical and bacteriological action is relatively lower than during mid-summer, when conditions are found to be less serious. With that information as a basis, we would say that conditions in the Channel are not as good now as they should be, and therefore we should do nothing that might make them worse. The burden of proof should not be placed on us by any plans that would reduce the area, which would be injurious. I therefore felt it my duty to report to the Chief of Engineers that in our opinion any reduction in the area of the Basin at one point should be compensated by excavation at some other point."

Discussion at this point included the question of having Independence Avenue underpass or overpass Potomac Park Drive where it extends to the Lincoln Memorial; that a 46-foot drive is proposed from 17th Street west, with two 22-foot roadways divided by a center strip; circulatory traffic movement for the connection under the bridge to take this traffic entirely out of the circulating area; recognizing more formally the axis of the Washington Monument grounds; deflecting the storm water by emptying it into the main river instead of into the Tidal Basin; the question of whether the Basin should be considered as the only means of purifying the water in the Washington Channel; that doubling the size of the inlet gates would materially increase the flow of water through the Basin; comparison of conditions of the Channel as they now exist and as they might exist later on if sanitary conditions were properly regulated; that a considerable amount of pollution is caused by refuse and sewage from boats anchored in the Channel; that replacement of the trees at the north end of the Basin is

not a material problem, but will take a long time; that the position of the U. S. Engineer Office will be difficult to defend on the basis of destruction of trees and essential park lands; whether the U. S. Engineer Office would be willing to attempt to see whether the present plan would prove satisfactory; whether conditions in the Basin are becoming worse because of the changes in the Basin or because of the conditions in the river itself, or whether the pollution is increasing because of growth of the city, and whether any other solutions have been considered to remedy these conditions, such as a sanitary sewer, etc.; stricter enforcement of the River and Harbor Regulations with respect to dumping of sewage into the Channel; the opinion of MR. SCHMITT that the Channel is further polluted because of storm water sewer being dumped into the Basin; that pollution in the Channel is increasing on account of the increased use of the Channel by boats on which people live.

MAJOR CLARKE expressed the opinion thattproper supervision and policing of the Channel would go a long way toward reducing the pollution in the Channel.

COL. BARDEN stated further that any reduction in the area of the Basin should be compensated by an increase in area elsewhere, and as to the expressed opinions concerning openings or gates across the causeway, COL. BARDEN recalled MR. REYNOLDS' statement at the last meeting that even if a bridge instead of a causeway is provided, the water area behind the structure might be nothing more than a cess-pool.

COL. MAYO stated that extension of the storm water sewers might help materially in maintaining sanitary conditions in the Basin, but that the area of the Basin itself should be large enough to flush the whole of the area, including the small lagoon.

The Chairman felt that the Channel should be more adequately policed so that raw sewage be not dumped into it, and that consideration should be given as to extension of the storm water sewer system to carry the storm water into the main river instead of into the Basin.

MAJOR CLARKE expressed the opinion that the public has reached the stage of civilization where it cannot allow excursion and small boats to dump sewage into the river, and in this day and age such a condition is preposterous and should be controlled by proper police regulations. In his opinion this would be the proper method of attacking the problem by placing the responsibility on the policing authorities.

Discussion included the opinion that the causeway would help materially to keep the lagoon clean; that any trees to be removed could be replaced; that some park area should be retained between the road and the Basin; that withdrawing water from the Basin for air-conditioning of Government buildings may have a tendency to reduce the amount of water in the Basin for flushing the Channel; whether the widening of the inlet gates to the Basin would compensate for the loss in area in the Basin itself.

COL. MAYO stated that in his opinion MR. HUBBARD'S suggestion that the shore line be modified to give proper balance to the Basin would serve to answer the Chief of Engineers' objections so far as preservation of the water area is concerned.

CAPT. WHITEHURST stated that the Channel layout so far as he personally is concerned is quite acceptable to his office. He stated further - "We are simply very anxious to get going and build this structure. Without referring to the compensating area to the Basin, I talked with our Architect, first submitting to him this plan involving the bridge, and MR. MASTERSON was of the opinion that it would not be possible to hold the fill in the causeway on account of the mud conditions in the Basin, and he felt you would have to build a bridge if you expected it to stay. That cost of a causeway would ultimately reach the cost of a more stable structure. We made a plan of the John Paul Jones area, which would have included in it the filling out of this Basin and the compensating area. I make that suggestion for what it is worth. I do want to repeat, that if this job is to be finished in time, I must know the answer at once."

The Chairman requested COL. BARDEN to give this matter consideration on the basis that the execution of this plan is considered a public necessity. COL. BARDEN expressed the opinion that if it is considered necessary to do the additional excavation in the Tidal Basin, it would cost no more to do it now than at a later time.

Further discussion included the possibility that the causeway might cost as much as a bridge because of the unstable foundation conditions in the Basin.

COL. SNOW stated that although he felt it would be wrong to destroy any park values unnecessarily, he believed the compensating area should be excavated now to maintain the present water areas of the Tidal Basin.

The following motion was unanimously passed by both Commissions:

MOTION unanimously carried that plan entitled "Study G", and bearing the Commission's File No. 1.15-58, before the Commission at this time, be approved without tying the hands of the engineers with respect to the causeway or open structure, but that it is the sense of this meeting that other means be taken to diminish the pollution of the waters of the Washington Channel prior to the excavation of the two-acre compensating area recommended by the Army engineers, in order that they may prove to the Commission that this is the proper solution; and as to a decision concerning the compensating area, this matter be left for decision by the Chief of Engineers and the Secretary of War; and that in this connection, the Commission foresees the early necessity of widening the inlet gate bridge, and that the possibility or advisability of enlarging the inlet structure be considered at that time.

The Chairman suggested that the Commission request the Commissioner of Public Health to investigate the pollution of the Washington Channel with the view to having conditions corrected by proper police authority and supervision.

34. Lincoln Memorial Roadway Changes:

MR. NOLEN reported that two studies have been made and considered, one involving a tunnel, and the other a surface rearrangement. The Coordinating Committee, in considering these plans, has concluded that the surface arrangement study offered the greatest possibilities, but with the objection that the clockwise rotary movement around the Circle is contrary to the usual practice for movement around circles.

MR. JEFFERS submitted the proposed surface arrangement plan, and explained that the primary object of the scheme is to take care of the traffic originating in Virginia and now passing in front of the Memorial, and conflicting with tourist traffic to the Memorial. The principal object will be accomplished if this heavy traffic can be kept away from the front of the Memorial. On this study, all through traffic is kept on the west half of the circle by construction of an additional road outside the present circle for southbound traffic. This would free the east half of the circle for tourist traffic. By reversing the present counter-clockwise movement, the buses would unload on the right side, directly at the Memorial instead of across the road as at present.

Discussion included the fact that the existing road in front of the Memorial should be reserved for visitors to the Memorial, and regular traffic should be kept to the west side of the Memorial; suggestion of an additional bridge to Virginia between the Memorial Bridge and Key Bridge to alleviate traffic conditions; opinion of MAJOR CLARKE that the problem will not be entirely solved by any plan such as that now under consideration, and that a new bridge between the Memorial Bridge and Key Bridge seems to be an ultimate necessity; suggestion of placing an upper deck on Key Bridge, but the opinion of CAPT. WHITEHURST that the street system in the vicinity of the bridge would not carry the additional traffic; that an additional bridge in this vicinity would not afford the needed relief, because of the very complicated and inadequate road system in Virginia; feeling of CAPT. WHITEHURST that MR. DOWNER'S suggestion of only minor changes around the Lincoln Memorial until we can know definitely what the needs are will probably be the best course and will correct conditions to some extent; that a grade separation will ultimately be needed at 23rd Street and Constitution Avenue, but CAPT. WHITEHURST would prefer to attempt to handle that situation with traffic lights before undertaking the grade separation.

No action on this matter at this time.

35. Columbia Island Plans:

MR. NOLEN reported that the Public Roads Administration has submitted to this Commission for action a plan for a revised road system on Columbia Island, which is based on the study the staff made several weeks ago. An alternate plan has also been developed by the National Park Service, which is a modification of the Commission's original plan. The general feeling of the staff is that on account of the heavy anticipated traffic brought about by the construction of the War Department building, the Public Roads Administration plan would be inadequate in some respects.

MR. WEHRLY stated that one of the difficulties of the Public Roads Administration plan is that no provision is made for traffic going to the Cemetery from the Mt. Vernon Highway, which the Public Roads Administration believes is a minor movement. The staff, in its alternate study, has attempted to provide circulation to and from the proposed parking area, which it feels should be given consideration, and has attempted to remove the objectionable features of the cross movement for the connection to the Memorial Bridge, and also provides for tourists from the Mt. Vernon Highway into the Cemetery and out. The staff's plan also reduces the size of the loop so as to avoid the distance traveled, and has also attempted to shorten the distance of travel of the War Department employees coming from Washingto

MR. KLINE explained the details of his alternate plan, and stated that the problem is complicated by too many roads and bridges.

MAJOR CLARKE stated that he dislikes the entire loss of the monumental character of the Island, and feels that if it must be done, the staff' modifications of the Public Roads Administration plan maintains the character of the Island to a greater degree than the plan of the National Park Service.

Discussion included the amount of traffic that will pass over the Island; the question of routing buses on the inside lane of the Memorial Bridge.

MAJOR CLARKE stated that there should be a solution which would keep the approach to the Cemetery separate, and that the character of the Memorial Drive should be preserved, and that he would look with disfavor on any plan that would have buses operating out of the heavy duty road onto the Memorial Drive, and would prefer that the buses be routed via the Columbia Island roads and he saw no necessity for cutting up the Memorial Drive by access roads.

MR. NOLEN suggested that the Commission approve the staff's plan in principle, with the modifications suggested by MAJOR CLARKE, and request further study be made of other schemes, because the Commission is not entirely satisfied with the plan submitted by the Public Roads Administration.

MOTION unanimously carried approving tentative Plan No. 1.9-259 for the Columbia Island road system, with the understanding that further studies will be made in view of the criticisms and suggestions of the Commissi made at this meeting, and subject further to the proviso that no connections be provided between the heavy duty road on the low-level Boundary Channel Roa and the Memorial Drive.

36. Design of Boundary Channel Bridge:

MR. DEMARAY stated that his office had received no reply from the Public Roads Administration concerning the design of the Boundary Channel Bridge, and MAJOR CLARKE stated that the Commission of Fine Arts had approved the first sketches submitted, subject to final approval of working drawings.

RECESS: The Commission recessed for lunch from 12:21 to 1:30 p.m., and then reconvened.

Jun 15, 2017